

North Eastern Oklahoma Trials Team



Club Manual and Rulebook

2010

Overview

In Observed Trials Motorcycle competitors ride through a number of marked sections of difficult terrain while being “observed”. The riders are penalized points by the “Observer” for particular infractions such as loss of balance requiring additional support, infractions of boundaries, possibly time allotments and other various requirements. Riders ride one at a time over terrain that is matched to their skill level, and the rider with the fewest points wins. The Trials motorcycle is especially designed for this sport and features very light weight, precise balance, controls, and engines with an abundance of torque at lower rpm’s.

The Riding Club

The North Eastern Oklahoma Trials Team (**NEOTT - www.neott.com**) is a non-profit organization originally formed in the late 1960’s **NEOTT** promotes 10 to 12 events a year including the nationally known “Octobertest” (www.octobertest.com) which is a two day event held in October that has attracted some of the best riders in the nation and has received national attention on television and in trials sport publications.

Comment: Not needed

Deleted: usually

Steering Committee:

NEOTT elects 7 (seven) officers at the January awards banquet and meeting for a 1 (one)-year term and optionally the officers can elect up to 5 (five) club members to serve as non-voting advisors or representatives. Officers can fill one or more roles for the club. For 2010 the officers and their primary roles are as follows:

Officer	Role
Jason Shackelford	President Sponsorship Coordinator
Mike Cramsey	Vice President Web Master
Mark Davidson	Secretary
Charles Martin	Treasurer
Jon Stoodley	Equipment Membership Coordinator
Paul Bolens	Safety Coordinator
Kevin Kight	Officer-At-Large

The following describes the responsibilities of each role:

Comment: Added wording to create a sense of transition through roles and backup responsibilities. Establish the Pres as external focused (CEO) and Vice Pres as internal focused (COO)

President – Responsible for maintaining \ growing the club as a viable entity. Responsible for setting the long-term goals and objectives of the Club. Responsible for **establishing and maintaining effective working**

relationships with external parties such as other clubs, government entities, sponsors, pro riders **etc.** By default is the Central Regional Trials Championship representative and Trialsmaster for Octobertest. Oversees all club meetings. The President can delegate club responsibilities as needed.

Comment: This was: *Chairman* - Responsible for the overall club activities and events, represent Club at official functions, delegation of club responsibilities as needed, and holding and presiding at Committee meetings as needed.

Vice President - Responsible for the internal workings of the club and coordination of activities with the other officers and Trialsmasters. Fills the role of President or Secretary if\when necessary.

Comment: Not defined previously but added the emphasis is on internal operations focus.

Secretary – Responsible for recording **NEOTT** event results, scoring of Club Championship Points, **organizing the Club meeting agenda** and recording minutes of Club meetings, sending event results to the Club Webmaster and outside publications for posting, safe keeping of Club records and important papers, permits, event scoring sheets, rider releases, etc. Works with the Webmaster to ensure information is sent out to club members. Fills the role of Vice-President **or Treasurer** if\when necessary.

Comment: Suggest that the secretary, who is responsible for taking all the notes, rules etc also be responsible for soliciting input for the meeting and putting together the agenda prior to the meeting. Need a standard format for the meeting. Old biz, reports from each officer, New biz etc.

Treasurer – Responsible for the management of the **NEOTT** account and all financial transactions of the Club including payment of all land use fees, permit fees, advertising accounts, insurance premiums, rental or lease payments, trophy or awards accounts, and all miscellaneous debts. Collection of member dues, signup fees, land use fees and any other club income. Responsible for the preparation of an easily understood financial statement at least **quarterly** for presentation to the club and for the club records. **Responsible for the preparation of an annual budget forecast.** Also responsible for bringing the signup cash box with proper change to the events and collection of it after signup. Fills the role of Secretary if\when necessary.

Comment: Changing to quarterly from annual.

Comment: This is new but it seems like something a treasurer would do.

Sponsorship Coordinator – Responsible for negotiating with and serving as liaison to outside sponsors for the Club and for individual events or circumstances. Also responsible for maintaining Club awareness and compliance with sponsors requirements and needs. Also working with the Webmaster and Trialsmasters to ensure that all requirements such as advertisements, etc are in place and consideration given to satisfying contractual needs with advertisers, sponsors, sport publications, etc.

Equipment - Responsible for all Club owned equipment such as staple guns, tree trimmers, event signs, first aid supplies, etc and to ensure equipment is available for use as needed. Also to see that the Trialsmasters boxes are restocked and supplied to event **Trialsmasters** as needed.

Safety Coordinator – Responsible for overseeing the safety conditions of an event as needed or requested by any Trialsmaster or rider that feel that

conditions might be unsafe for riders or spectators. Enforcement of club safety rules such as pit speeds, helmet rules, etc as needed.

Membership Coordinator - Responsible for enrollment and orientation of new members, distribution of new member number plates, mentoring of first time riders as needed. Training of new Trialsmasters about signup to ensure signup activities go smoothly with the required paperwork completed. Responsible for the Recording of Riders volunteer activity for Club Championship points eligibility.

Officer-at-Large - Responsible to represent the club riders perspective at meetings and events. Provides a mechanism for club riders to raise issues to club officials as a group or anonymously by individuals if desired. Is expected to vote the riders perspective even if that perspective conflicts with their personal view and/or other officers perspective.

Comment: New role added definition

Webmaster – Responsible for the Club websites at www.neott.com, www.octobertest.com, Facebook group, Kodak photo gallery account, RideOK forum and other forms for electronic media distribution that may evolve. The websites contains current news about past and future events, schedules, driving directions, Club Points Standings. Works with Trialsmasters to produce event flyers, Emailing of club news to members and vendors

Comment: Added new stuff that has evolved in the last 3 years.

All of these duties are general in nature and maybe shared, reassigned or delegated to other members as personnel availability, volunteer abilities and time requires so as to ensure the smooth running of club events and business matters.

Club Officer Meetings

NEOTT will have quarterly officer meetings that are open to all members and will be announced on the website as to time and place at least one week in advance.

The President will call for interim meetings as needed at the riders meeting of an event to be held at the conclusion of the event.

All votes are decided on a majority basis.

Any member concerns should be addressed to any officer in advance of the quarterly meetings so as to allow the addition to the meeting agenda.

Any member wishing to relay concerns anonymously should work the concerns with the Officer-At-Large who will in turn represent the issue at the club meeting.

Comment: Added

Membership and Dues

NEOTT annual dues are \$30.00 per family per year to be paid prior to the event you wish to receive Club Points in or at the First event of the year.

You must be a **NEOTT** member to receive Club Championship Points.

This membership includes a class number plate to the First time member, rulebook, membership card, eligibility for Club Championship Awards, and access to any riding areas controlled by **NEOTT**.

Note: Upgrade\Replacement number plates are \$25 and can be ordered from the Membership Coordinator.

Comment: Added this for clarity\documentation.

Club officers can elect members who have a proven multi-decade history of service to the club as lifetime members. Mike McCabe, Bob Kelley, Tommy Moore and Shan Moore are lifetime members.

Comment: Added to track and formally recognize lifetime members.

Membership dues are waived for club officers

Comment: Added for clarity

Rulebook

The rulebook will be available in paper form at the Annual Banquet and at the first event of the season. Additional copies will be available for new riders when they join **NEOTT**. As this document is dynamic, distributing the latest paper copy for every change is not feasible. The latest version will be available on the Internet site www.neott.com. The Secretary with Club Officers approval will update the rulebook every year in December.

Copies of the rulebook will reside in the Trialsmaster boxes and in possession of each Club Officer.

Annual Banquet

The annual awards banquet shall be held to award series finalists, elect the next year's Committee, and solicit Trialsmasters for the upcoming year.

Awards cost and any **NEOTT** subsidy for the banquet will be determined by the Committee. Funding sources will include advertising revenues, club dues, gate fees, rider entry fees, and any other sources. End of the year balance after the banquet has to be adequate to host the first event of the new year.

Although the election takes place at the banquet, before the February event, the first event is the responsibility of the old Committee. This allows the new Committee to transition in as smoothly as possible.

Trials Events

The season starts in January and ends in December.

Events will be held the fourth Sunday of each month unless otherwise approved by the Steering Committee. Exceptions may be the annual two-day events (Octobertest weekends), holidays (usually Easter).

Entry Fees

Entry fees for riders will be \$5.00 for Cadet Class, \$15.00 for Club members, \$10.00 for out-of-state riders plus any land fees imposed by land owners or governing bodies on all normal club events.

For the two-day events, entry fees will be determined by the Trialsmasters and Steering Committee and announced prior to the event based on conditions and requirements at the time.

Riders participating in their first ever trials (Excluding Octobertest events) should make this known to the Trialsmaster or signup crew to be allowed a Free ride to help introduce them to the sport.

Entry fees are not refundable once the riders' riders meeting is over and the event begins.

Comment: Added, previously there was no documented policy for handling refunds. If a rider crashes \ breaks down between the time he signs up and the time the event starts he can get a full refund. Once the am/pm/group riders meeting is over and the riders class begins then no refund.

Number of Sections

A **NEOTT** trials event will generally consist of three loops of 6 to 10 sections, with 8 sections being generally preferred.

But the Trialsmasters should take into consideration time constraints, weather, daylight hours, number of scorer's available, length and difficulty of the loop, etc before setting the final number to be announced at the riders meeting.

On two-day events the first day should be at 10 sections with the second day to have a shorter loop and fewer sections so as to allow riders to leave at a decent hour.

Classes

Riders are generally split into two groups based on ability:

“Morning classes” shall consist of Cadet, Rookie, Novice, Amateur, Senior Amateur and possible Women’s, and Vintage classes should there be a demand.

”Afternoon” classes will be made up of Intermediate, Expert, Senior Experts, Master and Pros if needed.

Riders assign themselves to a class based on their own estimation of their skill levels with advice freely available from the membership coordinator if needed.

We rely on an honor system with the riders choosing their class based on their own skills and results so as to prevent “cherry picking “ of classes.

The exception being Senior classes that are setup for riders 40 yrs old and older to ride as long as they choose based on their skills and desires.

Club Points for Class Championship

In order to qualify for Club Championship points you must be a current member of **NEOTT** and club dues must have been paid prior to any event you wish to receive Championship points for.

All club members regardless of state of residency can qualify for points.

All points are accumulated during the course of one calendar year (Jan-Dec) and the Club Secretary is in charge of points record keeping.

All riders eligible for points will accumulate points in only one class at a time. If you change classes, you will only be allowed to use one class for Club Series Championship.

The Championship will use the best 10 of 12 event points to total. A rider has to attend a minimum of 4 events per class to qualify for class points.

All **NEOTT** members must have either been a Trialsmaster, **Co-Trialsmaster**, or assisted in the running (signup, Section layout, workdays for future events, etc) of an event to qualify for a Class Championship. The Membership Coordinator being in charge of recordkeeping of volunteers work.

Comment: Cleaned up wording making Co-TM different than Assistant TM.

The designated Trialsmaster and **Co-Trialsmaster** will receive first place points for their trial in lieu of being able to ride for one trial event only. **Other Assistant** Trialsmasters can receive 5 pts per event worked if event is not also ridden by the Assistant

Club Points are awarded as follows:

Place	Finish Points
1 st Place	30 pts
2 nd Place	25 pts
3 rd Place	21 pts
4 th Place	18 pts
5 th Place	16 pts
6 th Place	15 pts
7 th Place	14 pts
8 th Place	13 pts
9 th Place	12 pts
10 th Place	11 pts

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If more than 20 place then fractional points will be awarded.

If a rider does not finish (DNF) an event then finishing points can be earned in one of two ways:

- 1) Based on NATC rules, if a rider has completed 90% of the event sections they are awarded last place points.
- 2) Introduced in 2010, NEOTT will award points to riders who complete less than 90% of the sections based on a sliding scale taking into consideration the number of sections completed. (See attachment 2).

Comment: Added DNF section per emails

The purpose of the sliding scale is to reward members for attending events and to provide incentive to accumulate points for each section ridden.

The sliding scale formula can be adjusted as needed by the Steering Committee each year.

Points based on the sliding scale are limited to two DNF's per year.

Comment: Need a limiter to prevent someone from trying to game the system. 3rd DNF results in zero points.

Event finishes are compressed to only Club members for points places, i.e. (Club member John Doe finishes 2nd and Steve Doe finishes 4th at the event, all other placings are non-members, John will receive 1st place points and Steve will receive 2nd place points, etc).

In the event of a tie the total points for the year will be counted, if still in a tie situation, a head-to-head competition will be arranged to determine Club Champion.

The Trials Motorcycle

Riders may enter any size or age trials motorcycle in any class except vintage which is limited to pre 1984 dual-shocked, air-cooled, drum-braked machine.

All machines must be in safe working order and equipped with a good muffler and trials type block pattern tire.

It is recommended that the front number plate has the rider's name and class displayed and be readable by the observer.

NEOTT has a number plate design for club members that incorporates the riders name, **NEOTT** insignia and class designation by print and color stripe.

The Club approved color stripe designation is as follows;

Rookie – Purple
Novice – Orange
Amateur - Green
Senior Amateur – Blue
Intermediate – Yellow
Senior Expert – White
Expert – Red
Master – Black

The rider's name will be in black and the class designations will be in black or white to contrast the color stripe used.

The first three class places may have a large number denoting last years placing if there are more than one number in a class (as in a rider moving up a class then a 1" letter denoting the previous class will be added)

Signup & Riders Meeting

Signup for the event will begin no less then one hour prior to the published start time.

A riders meeting shall be held to begin the event, at which the Trialsmaster will announce the number of sections, number of loops, course layout, danger areas, time limits and other pertinent information.

Ride Format

The Trialsmaster will announce at the rider's meeting if the event will use observers or be a group ride.

Observers

Comment: This addresses traditional scoring format – no changes here.

Observers should be selected from riders who have a good understanding of trials rules and scoring and who will be able to score sections without unnecessary hardship or risk.

Observers should be instructed on the location and number of their section, procedure for notifying the Trialsmaster of problems (i.e. injury, protests, or a change in the section), “teardown” time for sections, and any other needed information.

A signup list is currently used for the process of selecting observers. Make sure to sign up to score a section when you sign up. If you ride, you may be called to score!

Newer riders should be paired with an experienced rider to show them the normal procedures.

Substitute volunteer judges may also serve for a rider at the discretion of the Trialsmaster, but observers should not be changed after the start of the event.

Observers are considered the “last word” in determining the score of a rider (excepting protest), and are to make all technical decisions concerning their sections after the event start.

Observers do not have to tolerate abuse from riders, and may penalize a rider up to 10 points at their section if necessary.

Observers should cleanup their section after the event unless directed otherwise by the Trialsmaster.

Group Rides

Comment: Added Group Ride Section per discussions \ emails.

The Trialsmaster will announce the starting sections for each group at the riders meeting taking into consideration the loop, the skills of the riders in attendance, the group sizes etc.

The Trialsmaster will announce the loop format (i.e. ride the sections in order for the first loop then ride each section twice; ride three separate loops; ride each section 3 times)

There is no set time limit for a group ride however the group should try to complete the course in a timely manner.

Classes with a small number of riders can be grouped together (i.e. Intermediate and Expert ride together as one group)

At least one but preferably two riders in the group should get a punch prior to leaving the pit area.

Riders shall not punch their own scorecards. This can be handled in several ways which the group can decide on:

Comment: This is a key point to emphasize at the riders meeting.

Riders will exchange scorecards prior to riding the first section such that each rider is scoring/punching another rider's card.

One rider can judge and punch the other riders' cards and then the judge rides the section. At the next section a different rider judges and punches etc rotating through the group.

The group can find a non-competitor to ride with them and do all the scoring.

All riders in the same class will ride together for at least one complete loop.

As the riders review each section they can discuss what, if any, changes should be made to make the section more ride able \ safe for the majority of the riders in the group.

At the completion of the first loop, larger groups can optionally decide to split into 2 or more smaller groups in order to move faster through the course.

If other rider(s) in the group drop out for some reason and a rider is left riding alone that rider must join another group in order to have someone score them.

If there is only one rider left on the course the Trialsmaster should score them.

Riders should turn their cards in as soon as possible after completing the course.

Riders should expect to help tear down the sections when the Trialsmaster declares the event over.

Spectators

Spectators are generally admitted free of charge and welcomed at all **NEOTT** events.

Spectators are expected to stand outside section boundaries and not interfere in any way with the riders, the section, or the loop during an event. They may lend assistance if requested by an observer.

If spectators have pets they are expected to control their animals for both rider and animal safety.

Spectators are always encouraged to ask questions and show appreciation for a rider's effort.

The Rider

Riders are expected to be in adequate physical condition and prepared for strenuous activity.

Riders must not be under the influence of drugs or alcohol during the event.

This is a wonderful sport and riders are expected to behave in a responsible and sportsmanlike manner.

General Guidelines

Morning and Afternoon classes should have reasonable time limits of two and one half-hours to four hours each. Generally three hours is sufficient, although time may be added for a long loop or extra sections.

Riders should start on the first section unless directed otherwise by the Trialsmaster at the riders meeting.

All sections must be ridden in numerical order regardless of starting section.

A rider off the marked loop may be disqualified at the discretion of the Trialsmaster.

The Trialsmaster should sweep the loop near the end of the event to give instructions to the observers. Unless instructed differently by the Trialsmaster, observers are to take down their sections at a given time and not allow further riders through after that time.

Rider's scorecards must be turned in immediately **after completion of their ride** and may not be accepted 30 minutes after section closing time.

Comment: Added for clarity

In the event the rider is unable to turn in their card due to injury or breakdown someone else can turn the card in for them.

Comment: Added for clarity

Trialsmaster

Trialsmasters will be solicited beginning at the final event of the season, at the annual banquet and continuing during the year for each event.

The Trialsmaster(s) will be responsible for preparations for the trials, setting the sections, managing the event the day of the trials, signup, and cleanup after the trials.

Note: A Trialsmaster's checklist is included in this manual and is available on the www.neott.com web page.

Trialsmasters may not compete in their own event, but are expected to pre-ride all sections up to their class five times "ride in" the sections and determine if a section is marked and set satisfactorily.

One Trialsmaster and one Co-Trialsmaster will be allowed for each event

A Club member can be Trialsmaster or Co-Trialsmaster for one event per year but can be Assistant Trialsmaster as needed in as many events as needed.

The Trialsmaster along with the available Club officers will comprise a protest jury if needed during an event.

Rider's Equipment

A Helmet meeting DOT-95, Snell M-2000, or any FIM approved helmet is required to be worn whenever operating a motorcycle at a trials site.

Clothing is recommended to be of sturdy make and close fitting to provide maximum protection. Most available competition clothing for motorcycle riding is allowed and recommended as well as a sturdy pair of boots, (no sneaker type shoes allowed).

Gloves also are recommended but not required.

The Pits

Safety is rule #1 in the pit area and "pit racing" is not permitted at any time.

Pit areas are considered slow speed areas.

Comment: Added this section header and bullet #1

Make sure to control children, pets, and new riders and keep them slow.

Maps or signs should be available in the pit area showing the loop and section location.

The Loop

The loop should not be the major obstacle of the trials.

The loop must be set so the least skilled rider expected to ride that course will be able to travel without excess risk or delay due to bottlenecks or length of the loop.

The loop is part of the course, riders may not “cut” the course under penalty of disqualification at the discretion of the Trialsmaster.

Comment: Added “The loop is part of the course”

Pink or other high visibility ribbon should be placed at adequate spacing and location to allow riders to ride at a rapid pace without losing the trail. Closer spacing of the ribbon for difficult trails is required. When possible, ribbon should always be on the right side of the trail. This allows a rider to know if they are going backwards. For a two-day event each day should be different color.

Danger areas on the loop must be marked clearly, and all major turns should be well marked with ribbon or red arrow signs. Danger is signified with an **X** marked on a pie plate or sign.

Wrong way signs may be placed as needed at confusing intersections. A **W** on a pie plate or sign signifies wrong way.

If a loop crosses itself, markers must show the direction to the next section by number.

Staying on the loop is important to the people who let us use the land. Stay on the trail!

Cleanup of the loop is the responsibility of the Trialsmaster(s), supported by the observers.

The Sections

Comment: Reordered this whole section to flow and read better. No real changes to the content.

Format:

At least two sections should be close to camp to facilitate spectators.

Continuous sections are usually a bottleneck and should be avoided, but if used they must be clearly marked as to both exit and start at the transition points.

Sections placed close together must have adequate space for riders to park and inspect the next section without interfering with riders from the previous section.

“Keyhole” sections (where a rider reverses direction or returns over his path to a common entry/exit) must be very clearly marked and are strongly discouraged.

The minimum adequate number of observers to see all areas of the section without having to move too much should be provided.

The Trialsmaster will set sections based on the traditional average skills in that class at **NEOTT** events.

Trialsmasters should attempt to have a mix of difficulty in their sections, with a few easier sections, several of moderate difficulty, and a few difficult ones for later in the class.

Sections should be made of challenging but non-dangerous durable terrain, with natural boundaries where possible. They should also take into account the possibility of bad weather.

Sections must not contain impossible or too difficult turns, ascents, descents, or obstacles.

A good target for difficulty is to have the winner have approximately twenty-five to thirty points.

Adequate space for riders to “stage” prior to entering sections and for parking in front of and after sections must be provided

A rider may inspect sections on foot at any time, but neither rider nor minder may intentionally modify a section at any time.

Sections must be marked with an easily visible sign indicating the start, section number, and classes at the beginning of a section.

White Ribbon is the preferred marking material. Flags, cups, or other marking materials should not be used unless absolutely necessary.

Sections should be set with multiple lines and minimum danger in mind, and should not be less than 4 (Four) feet in width if possible.

Entry and Exit gates should be at least 4 (Four) feet wide and perpendicular to the rider's path

Ribbon should be run on the ground in a continuous line. Preferably set no lower than 4" and no higher than 12" from the surface.

If possible, impassable natural terrain should be used as a border. Movable objects such as ribboned rocks or freestanding flags should be avoided if possible.

Riders may "ride out" anywhere between two non-connected side boundary flags or ribbons as long as they do not violate other boundary markers, remain in sight of the observer and do not cross their tracks. For this reason, completely and clearly marked continuous ribbon and natural boundaries in a section are encouraged

There is no "line of intent" between two ribboned points

Make sure splits are not so close to the start or exit so as to avoid confusion. The exception here is that different starts and exits are allowed for different classes, but should be used sparingly and must be marked very clearly.

The section should be clear of other riders and ready to ride prior to a rider's entry.

Riders will not enter a section until instructed to do so by the observer, who will hold up a closed fist and announce "Rider".

A rider has entered when the front wheel axle has crossed the plane or line between the start of the Left and Right ribbon

"Splits or Gates" for the separate classes in a section shall be marked with a sign clearly indicating the directions for the individual classes in waterproof ink.

Comment: Cleaned up the wording

A rider may touch a split marker but may not move it or destroy it as they ride through.

Changes:

Sections may not be changed after a rider has ridden in any line in the sections.

Changes that occur to a section as a result of use should only be modified at the discretion of the observer if the sections become impassable, or dangerous, or if a spectator caused a change.

Only those minimum modifications to the terrain necessary for safe use should be made.

A clearly marked vertical Exit sign and an adequate stopping/scoring area must be provided at the end of a section

Exit is also defined by the front wheel axle crossing the line of the end of the Left and Right ribbon.

The observer is responsible for repair and cleanup of the section after the event unless instructed differently by the Trialsmaster.

Scoring

Scoring is the main item that separates trials from other motorcycle competitions and can be very complex:

Every effort must be made to be consistent and fair to all riders.

In the event of a very unclear decision about the score, the rider **should** get the benefit of the doubt.

Comment: Strike the word should and make get "gets".

NEOTT has chosen to generally follow AMA/NATC rules so as to be consistent with the national and regional organizations.

NEOTT does not adhere to time limits in the sections but still recognizes an overall time limit set by the Trialsmaster for the event with penalties given for being late to finish as determined by the Trialsmasters and conditions.

Scoring will be based on the NATC system as follows:

<u>Errors</u>	<u>Penalty</u>
1 fault	1 point
2 faults	2 points
More than 2 faults	3 points
Failure	5 points
Missing a section (no punch)	10 points

A Trialsmaster may exclude an entire section (and any points lost from it) from a trials if necessary after the event has started. This should be done under extreme

circumstances such as the section becoming unridable, a severe accident that precludes further rides, or a loop problem that causes a significant number of riders to miss the section. A section can be thrown out for just one or two loops; it must be thrown out entirely for all riders.

A. Fault definitions:

1. Footing – any contact providing support between any part of the rider’s body or machine (exception; tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc). Footing can occur either inside or outside the boundaries. For tires outside the boundary refer to B15.
2. Foot rotation counts as one point (rotation cannot be used for travel such as rotating heel to toe with rotating in between)
3. Sliding a foot counts as three points.
4. Both feet placed on the ground simultaneously count as two points.

B. Failure definitions;

1. The machine moving backwards with or without the rider footing. (Tip: Watch the front wheel spokes)
2. Any displacement of markers with the machine or rider, requiring that they be reset, i.e. breaking or knocking down. Touching a boundary or marker is not a failure. The rider or machine must make direct contact with the marker.
3. The rider dismounts from the machine and has both feet on the ground on the same side of or behind the machine.
4. The rider does not have both hands on the handlebar when footing while stationary.
5. (Time in section) Not applicable
6. The rider receives outside assistance.
7. The rider or minder changes the condition of a section (See C 11)
8. The rider begins a section attempt without the observer’s acknowledgement.

9. The engine stops while footing or while any other part of the machine, except the tires, is used for support, without forward motion. The motorcycle must be moving forward while footing with a dead engine to avoid a five (5).
10. If the handlebar is used for support and the motorcycle is beyond 45 degrees from vertical.
11. The motorcycle does a complete loop, crossing both its own tracks, with both wheels. (Exceptions maybe a section that the Trialsmaster designates at the riders meeting)
12. Not riding all the line designated by split gates for the rider's class. Competitors may ride where they choose where boundaries for their class, are not marked by either split gates or tape.
13. The front wheel must precede the back wheel when passing thru the gates.
14. The rider passes, in either direction through a gate of another class. That is breaking the plane of the gate.
15. When a marker is passed by either tire on the out-of-bounds side of the marker with the tire on the ground. In the case of running over a taped boundary, there must be ground visible between the tape and the wheel and the wheel must be on the ground on the out-of-bounds side of the tape. **Both axles must go through a marker in a section, i.e. floating one axle over a marker results in a failure; jumping a bike over a boundary is a failure.**
16. The front axle must pass between the start and end gates. The front axle is only allowed to pass between the start gates once.
17. Only the greatest penalty, as defined above, shall be counted for that section. However the following points maybe added:

Comment: Added to cover 2010 NATC rule change.

C. Other Penalties:

1. A rider may report to the observer and receive a five for that section, even though he does not attempt it.
2. Sections are to be ridden in designated order only. Any sections not filled in (punched) on the scorecard are considered missed sections and receive 10 points for each section not punched.
3. If blank or unmarked spaces exceed 10% of designated rides, the rider will be considered a non-finisher.

4. A rider waiting in line to enter a section must not leave their machine. If they do, they must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct (See C 8)
5. Any section ridden more than once per loop will receive 10 points, in addition to their first attempt score. (Exception is if the Trialsmaster designates a different order of riding at the riders meeting).
6. Practice in any of the sections before or during the event will result in the disqualification of the rider from the trial.
7. When a split start is employed, the rider must start and end each loop on their designated section or be considered a non-finisher.
8. Unsportsmanlike conduct, offensive behavior or language, by a rider or minder, will result in a penalty of 5 to 25 points (or 100). The 5 to 25 point penalties can be given at the sole discretion of any observer or course official. A written report must be filed with the Referee for any 100-point infraction.
9. Exceeding the posted speed limit is a 5-point penalty (for each offense) before , during , and after an event
10. Riders arriving late at the start will be penalized a time penalty of ½ point per minute until they pick up their loop card.
11. Yellow Card Rule: any rider or their minder who refuses to obey the instructions of an observer, or who behaves in an unsportsmanlike manner shall be shown the Yellow Card. Penalty is 5 points for the first offense, 5 points for the second offense, and exclusion for third offense during an event. Points are in addition to the section score on the attempt.
12. Pro time penalty (Not Applicable)
13. Violation of these supplemental riding rules by the rider or minder will result in a penalty ranging from 5 points to exclusion from the trial.

D. Protests:

1. If a rider is severely distracted or spectators or riders in the section block his/her line, he/she may claim a balk. At the discretion of the section observer, a re-ride of the section may be permitted, but the re-ride will be the one to be counted.

2. It is the rider's responsibility to acknowledge their score and verify their scorecard is punched correctly at each section immediately upon completion of the attempt.
3. Disagreement with the observer must be noted and settled, if possible, without inconveniencing or delaying other riders, while the situation is fresh in everyone's mind.
4. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt.
5. No person may protest another rider's score.
6. A Protest Jury, consisting of the Trialsmasters, and all available Steering Committee members shall act on all written protests and rules infractions.
7. These Protests must be in writing.
8. Only the rider can protest a penalty
9. Protests must be filed with the Trialsmaster as soon as practical but not later than 30 minutes after the results have been posted.
10. The Trialsmaster shall render all decisions on protests as soon as possible but no decision shall be made before all pertinent observers have been interviewed.
11. If it is not possible for the Trialsmaster to decide the protest immediately, the Trialsmaster may permit the rider and motorcycle to compete under protest, but any awards or trophy the rider may win will be withheld pending the decision on the protest.
12. Once made, a protest cannot be withdrawn without the permission of the Trialsmaster.
13. All legitimate expenses, to which the Trialsmaster may be put, as a result of a protest must be paid by the protesting party. The Trialsmaster may demand in advance from the protesting party a deposit sufficient to cover any such expense. All expenses involved are non-refundable by the Trialsmaster.
14. Appeal to AMA of protest (non-applicable)

E. Scoring Ties:

1. In case of ties, including any time penalties, the rider with the lowest number of points on observation will win.
2. If still tied, the competitor with the most cleans, and then ones, twos, or threes will win.
3. If still tied the system of farthest cleans, ones, twos, or threes will be used.
4. If still tied the rider with the fastest overall time will win.

F. Time Limits:

1. A time limit for each rider to complete the course must be set.
2. The sign in table will be the time check unless designated otherwise by the Trialsmaster at the riders meeting.
3. After the time limit, the rider may arrive late, but penalty points will be added for arrival at the finish or time check table after the scheduled time at the rate of 0.5 points per minute.

4. Any rider turning in his/her scorecard later than 30 minutes after the scheduled section closing time may be disqualified.

The Trialsmaster and all present Steering Committee officers will meet to discuss the circumstances to decide if the riders' scorecard should be accepted or if the rider should be disqualified.

If disqualified the rider will not earn any points at the event.

Comment: Added for clarity

5. Time Limit Calculation (Not Applicable)
6. Official time must be kept by a digital clock, so that a rider's finish time includes all of the finishing minute, e.g., if a finishing time is 4:31 p.m. that minute holds until the digital clock records 4:32. The riders finishing time will be marked on their scorecards as required by the events format and any penalty points will be added to their total score.

Scorecards

Riders will be issued scorecards at signup, or when event format dictates, which will be marked with the rider's name and class in a legible manner.

A paper-hole punch, issued to each observer, will be used to mark the score of the rider immediately after completion of the section. If the scorer enters an incorrect

score, then all other incorrect scores will be punched out leaving only the correct score showing.

The scorecard is the rider's responsibility.

Scorecards should be returned as soon as possible after the rider completes the course or elects to DNF the event. All scorecards must be returned immediately after sections are closed at the end of the events time limit..

Riders are to determine their own score separately from the final scoring personnel to ensure accuracy.

After the rider and the scoring personnel agree on the final score and it is placed on the scoreboard or record sheet, the score is considered final for that trials and will not be changed.

There will be no post-trial review of scorecards to change results.

Riders may trade-in damaged score cards if scores are legible.

Riders who lose cards after having ridden a first section will be considered a DNF or can be penalized 5 points per "lost" section at the discretion of the Trialsmaster.

Special Events

The Club may hold special events such as National Events, benefits, exhibitions, poker runs, fun rides, workdays, or special competitions during the year at the discretion of the Steering Committee and **NEOTT** members. Special rules may be used at these events at the discretion of the Trialsmasters and the Steering Committee. National Events will follow National Rules. Any other promotion or event which is held by **NEOTT** must be approved by the Steering Committee, but **NEOTT** members may act on their own in any endeavor if not representing the **NEOTT** Club. Public relations for **NEOTT** should be addressed to the Steering Committee members.

Revision Update 12/28/2006 EG
1/30/2007 EG
1/8/2008 EG
| 2/27/2010 MPC

Attachment #2 – Sliding Scale for DNF Points – Example for a typical 8 section 3 loop (24 sections) event:

Enter Number of Sections: 24																									
Enter Reward Factor: 100%																									
		DNF Scale - If finished 90%+ of sections then get full place points otherwise score is adjusted																							
Place	Points	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
		0.96	0.92	0.88	0.83	0.79	0.75	0.71	0.67	0.63	0.58	0.54	0.50	0.46	0.42	0.38	0.33	0.29	0.25	0.21	0.17	0.13	0.09	0.05	
1	30	30	30	26	25	24	23	21	20	19	18	16	15	14	13	11	10	9	8	7	6	5	4	5	
2	25	25	25	22	21	20	19	18	17	16	15	14	13	11	10	9	8	7	6	5	4	3	2	1	
3	21	21	21	18	18	17	16	15	14	13	12	11	11	10	9	8	7	6	5	4	4	3	2	1	
4	18	18	18	16	15	14	14	13	12	11	11	10	9	8	8	7	6	5	5	4	3	2	1	0	
5	16	16	16	14	13	13	12	11	11	10	9	9	8	7	7	6	5	5	4	3	3	2	1	0	
6	15	15	15	13	13	12	11	11	10	9	9	8	8	7	6	6	5	4	4	3	3	2	1	0	
7	14	14	14	12	12	11	11	10	9	9	8	8	7	6	6	5	5	4	4	3	3	2	1	0	
8	13	13	13	11	11	10	10	9	9	8	8	7	7	6	5	5	4	4	3	3	2	1	0	0	
9	12	12	12	11	10	10	9	9	8	8	7	7	6	6	5	5	4	4	3	3	2	1	0	0	
10	11	11	11	10	9	9	8	8	7	7	6	6	6	5	5	4	4	3	3	2	2	1	0	0	
11	10	10	10	9	8	8	8	7	7	6	6	5	5	5	4	4	3	3	3	2	2	1	0	0	
12	9	9	9	8	8	7	7	6	6	6	5	5	5	4	4	3	3	3	2	2	2	1	0	0	
13	8	8	8	7	7	6	6	6	5	5	5	4	4	4	3	3	3	2	2	2	1	1	0	0	
14	7	7	7	6	6	6	5	5	5	4	4	4	4	3	3	3	2	2	2	1	1	1	0	0	
15	6	6	6	5	5	5	5	4	4	4	4	3	3	3	3	2	2	2	2	1	1	1	0	0	
16	5	5	5	4	4	4	4	4	3	3	3	3	3	2	2	2	2	1	1	1	1	1	0	0	
17	4	4	4	4	3	3	3	3	3	3	2	2	2	2	2	1	1	1	1	1	1	1	0	0	
18	3	3	3	3	3	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	0	0	
19	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	
20	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	
		NATC Rules: No limit NEOTT DNF Rules: Limit 2 DNF's per year																							